



City of Seattle

Gregory J. Nickels, Mayor
Department of Design, Construction and Land Use
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

Application Number: 2205438
Applicant Name: Taine Wilton of Rolluda Architects for Susan & Jon Despi
Address of Proposal: 2701 15th Avenue S

SUMMARY OF PROPOSED ACTION

Establish use for future construction of a two story structure with a commercial space to be used as a bakery on the ground floor and administrative office space on the second floor. Approximately 13 surface parking stalls are proposed to be located towards the northeastern corner of the site. Access to the site is proposed via an existing curbcut off of 15th Avenue S.

The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05, Seattle Municipal Code (SMC).

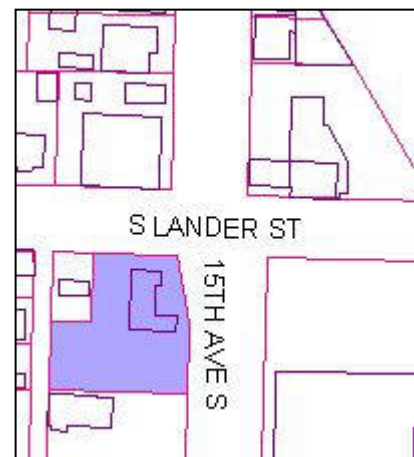
Design Review – Chapter 23.41 (SMC).

SEPA DETERMINATION: ☐ Exempt ☒ DNS ☐ MDNS ☐ EIS
☐ DNS with conditions

BACKGROUND DATA

Site and Vicinity Description

The flat site is irregularly shaped, equaling approximately 12,045 square feet. The block containing the subject lot is delimited by 15th Avenue S to the east, an alley to the west and South Lander Street to the north. The vacant site is a corner lot and is zoned Neighborhood Commercial 2-40 (NC2-40). Both 15th Avenue S. and S. Lander Street are improved at the project location. The site abuts a Seattle City Light substation on the west, and was previously developed as a Kwik Cleaner Laundromat. To the west of the site, the zone changes to Lowrise 3 and to the south, the zone changes to Lowrise 2. The surrounding area is developed with single and multi family residential structures, as well as several commercial structures including a bank and grocery



store.

Fifteenth (15th) Avenue S. is a two lane arterial with curbs, gutters and sidewalks on both sides of the right-of-way. There are street trees located only on the east side of the right-of-way. There is no street parking allowed on both sides of this portion of 15th Avenue S.

Proposal Description

Establish use for future construction of a two story structure with a commercial space to be used as a bakery on the ground floor and administrative office space on the second floor. Total developmental coverage is approximately 5,746 SF. Approximately 13 surface parking stalls are proposed to be located towards the southeastern corner of the site. Access to the site is proposed via an existing curbcut off of 15th Avenue S.

ANALYSIS-DESIGN REVIEW

Design Guidelines Priorities

DESIGN GUIDELINE PRIORITIES: EARLY DESIGN GUIDANCE MEETING, SEPTEMBER 24, 2002.

At the Early Design Guidance meeting held on September 24, 2002 and after visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project:

- A-1 Respect for Adjacent Sites
- A-2 Streetscape Compatibility
- A-3 Entrances Visible from the Street
- A-4 Human Activity
- A-5 Respect for Adjacent Sites
- A-8 Parking and Vehicle Access
- A-9 Location of Parking on Commercial Street Fronts
- A-10 Corner Lots
- B-1 Height, Bulk and Scale Compatibility
- C-1 Architectural Context
- C-4 Exterior Finish Materials
- D-2 Blank Walls
- D-4 Design of Parking Lots Near Sidewalks
- D-6 Screening of Dumpsters, Utilities and Service Areas
- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

EDG Summary: The original proposal positioned the structure along the south property line with surface parking fronting on S. Lander Street and 15th Avenue S. The proposal also located access off two existing curbcuts on 15th Ave S as well as the alley. The Board felt that the building should be moved towards the intersection to emphasize the corner and strengthen the streetscape. The Board also noted its interest in having the design include quality landscaping to ensure privacy for the neighbors and enhance the pedestrian environment.

Public Comment

The public comment period ended on April 23, 2003, during which no comment letters were received.

DESIGN REVIEW BOARD RECOMMENDATIONS SUMMARY: JUNE 24, 2003, MEETING

On June 24, 2003 the South East Design Review Board convened for the recommendation meeting. The development team presented elevation renderings and plans and did not request departures from the City's Land Use Code. The architect's design responded to the larger issues including but not limited to siting, bulk, parking and landscaping.

After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities the Design Review Board members came to the following conclusions and gave recommendations to DCLU on how the applicant met the identified design guidelines.

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

At the Early Design Guidance Meeting (EDG), the site plan presented to the Board situated the rectangular building footprint at the southwestern corner of the lot. The Board strongly agreed that the structure should be shifted closer to the corner to help to strengthen the streetscape of this neighborhood intersection. The architect's responded by placing the structure on the northeast corner of the site at the intersection of 15th Avenue S. and S. Lander Street. The Board accepted the applicant's proposal based on previous guidance.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The Board noted that two of the other buildings located at the other corners of the intersection are pulled towards the street helping to define the mixed use intersection. They agreed that similar siting should be applied to the subject lot. See A-1.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

The Board noted at the EDG meeting that the commercial entrance should be clearly identified from the abutting streets. The architect responded by placing the entrance towards 15th Avenue S. near the intersection. The entrance was then enhanced with a pediment feature and gable roof. The Board welcomed the design change, but felt that the entrance was too tame. The board recommended that pilasters should be added to each side of the entry forming a surround that strengthens the visual prominence of the entry.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

During the EDG meeting, the Board focused on the importance of the sidewalk area and

right-of-way abutting the site as critical space that should be used to contribute to the human activity of the street. Two curb cuts exist on 15th Avenue S. and one curb cut on S. Lander Street. The Board recommended closing off one of the curb cuts on 15th Avenue S., as well as the S. Lander Street curbcut to greatly enhance the pedestrian environment. The design of the ground level commercial space should interact with and enhance the pedestrian environment. The quality of the right of way design should be based on the quality of the landscaping, decorative features, hardscape design and pedestrian orientation of this space and on the visual interaction with the street facing façades of the proposed structure.

The applicant responded by providing a 5-foot setback along the east property line to provide for additional sidewalk width near the intersection and to provide landscaping in front of the facade. This setback also provides space for outdoor seating near the entry to the bakery. The Board members recommended approval of this design.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The design concept at the Early Design Guidance meeting included a Concrete Masonry Unit (CMU) wall along the south façade, facing the abutting single family development, approximately five feet from the property line. The highest portion of the structure fronted onto the alley on the west, also across from residential development. The Board was concerned that locating the structure at the southern edge would loom over and shade the abutting single family residences, although it would also provide a visual and acoustic buffer from the surface parking and lighting. The Board agreed that given the site size and possible configuration alternatives that the proposed building should be further from the less intensive zone. At the Recommendation meeting, the architect located the proposed one-story portion of the building at the northeast corner to respect the privacy and outdoor activities of the adjacent residential lots. Landscaping and fencing will screen the visual impacts of surface parking and help maintain privacy. The Board recommended approval of this design proposal.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment.

Given the alley access to the site, in addition to the street access, the Board agreed that the two existing curb cuts along 15th Avenue S. are not necessary to circulate to, from and within the site. The Board also agreed that the S. Lander Street curbcut was likewise unnecessary. One curbcut, in addition to the alley, should provide sufficient access and circulation to and from the site. Please see A-4. Given the Board comments from the EDG meeting, the architect proposes access from one existing curbcut off of 15th Avenue S. as the alley will not be used for access. The other two existing curbcuts will be restored as well. The Board recommended approving this design since it will create a better pedestrian environment.

A-9 Location of Parking on Commercial Street Fronts. Parking on a commercial street front should be minimized and where possible be located behind a building.

During the initial meeting, the Board commented that the suburban model of setting the building far from the street and locating parking in between is not an acceptable site planning configuration in an urban neighborhood. Please see A1, A-2 and A-4. The Board was satisfied with the design response.

A-10 Corner Lots. Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The Board previously indicated that the location of the parking at the corner neglects the opportunity to enhance and define the intersection and pedestrian environment of this intersection. The Board also noted that the street configuration allows clear sight lines to the site and makes the subject site a visually prominent location and that they would like to see the proposed retail space help anchor this corner, while keeping the sidewalk wide enough to accommodate comfortable pedestrian movement. The architect responded by placing the structure at the corner to create a marketing presence and to activate the pedestrian environment. The parking was then moved to the rear of the structure, away from the intersection. The remaining curbcut located furthest from the street corner will be utilized and will enhance vehicular safety.

B-1 Height, Bulk and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

At the Early Design Guidance Meeting, the Board also stated that the bulk of the second story office space be situated at the corner, further defining the intersection, while protecting the adjacent properties from the proposed bulk. See A-5. The architect responded by placing the structure at the northeast portion of the site to anchor the corner. The updated design placed the retail entrance close to the corner beneath prominent signage. However, this design pushed the second story of the structure away from the corner towards the southwest portion of the structure. Due to the functional requirements for the bakery (high ceilings for exhaust), the second level needed to be placed in the rear of the building to create efficient stairwell access for employee circulation and provide the high ceiling area for the actual ovens. This design will also screen adjacent neighbors from rooftop mechanical equipment. The Board recommended that the second story did not need to be pushed to the northeast corner of the structure to meet this guideline. The siting of the structure away from the residential, less intensive zone was sufficient.

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The Board noted at the previous meeting that the existing architectural context represents several different eras including high quality commercial and residential structures. The Board agreed that the design of the proposed building should reflect and tie into the architectural elements of the three existing buildings located at the other corners of the intersection. The Board also recommended that the applicant consult with the North

Beacon Hill Community Plan to secure additional guidance regarding the neighborhood's recognized architectural context.

During the Recommendation meeting, the architect presented several streetscape elevations depicting the architectural context and scale of the area. The design for a gable roof on the proposed portion of the structure along 15th Avenue S. reflects the character of adjacent residential properties while the two-story scale relates to the both the single family homes and the small apartment building to the north. The Board took this into account and agreed with the design proposal.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The original proposed materials included a combination of stucco and CMU with a horizontal band accentuating the flat roof line. The Board was interested in seeing a brick clad building alternative, compatible with existing development in the neighborhood. The fenestration should be enlarged to reflect the scale of the building and providing a trim around the windows will help add interest to the façade design. The Board supported the proposed flat roof line with parapet and suggested that the roofline fascia wrap around to all visible sides of the structure. The Board also felt that the fascia material should differ from that of the base material. At the Recommendation meeting, the design was modified to create a base, middle, top pattern with differing materials. Horizontal banding was also introduced to accentuate that pattern and reduce the scale of the structure. The Board recommended approval of this design aspect.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

Based on the Board's earlier suggestions that those facades visible from the street should provide visual interest and variation and should not be a blank, one-colored, flat wall, the architect placed windows along the street to provide visual interest and transparency. The windows have projecting window sills and frames which add to the texture of the façade. The Board accepted the current design.

D-4 Design of Parking Lots Near Sidewalks. Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk and minimize the visual clutter of parking lot signs and equipment.

The parking lot has been positioned in the southern portion of the site and has 5-foot deep landscaping and a 6-foot tall fence around the perimeter of the site abutting the adjacent properties. The placement of the structure screens the parking from view along S. Lander Street and most of 15th Avenue S. The Board was pleased with this parking proposal and recommended approval.

- D-6 Screening of Dumpsters, Utilities and Service Areas.** Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

At the initial meeting, the Board stated that the design should locate all of the service areas within a screened and fenced in area. The current design does screen the dumpsters from street view using the building. The dumpsters are also screened from the neighbors by a 6-foot high fence around the storage area. No additional recommendations were given.

- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites.** Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

At the EDG meeting, the Board recommended that the design should provide a landscape buffer between the subject site and the abutting site to the south to maintain privacy between the sites, as well as screen the residential uses from the more intensive commercial uses proposed for the site. The Board recommended that the existing trees located near the southern property edge should be preserved. Providing landscaping along the sidewalks abutting the site should also be included to enhance the streetscape and pedestrian environment. The Board wanted to review a more detailed landscaping plan at the Recommendation meeting to determine if the proposed landscaping sufficiently screened the subject site from the south and elevates the pedestrian sidewalk areas. See D-4. The Board recommended that the updated design provided has adequate screening and landscaping around the perimeter of the site. The trees previously mentioned to be preserved were found not to be located on the subject, but rather the adjacent property to the south.

Recommendations: The recommendations summarized below were based on the plans submitted at the June 24, 2003 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the June 24, 2003 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, all four of the Design Review Board members present **recommended approval** of the subject design with the recommendations summarized below. No departures were requested.

Summary of Recommendations:

- Pilasters should be added to each side of the entry forming a surround that strengthens the visual prominence of the entry. (A-3)

DECISION - DESIGN REVIEW

The Design Review Board recommends **approval** of the subject design as shown in approved plan drawings with **recommended conditions** enumerated at the end of this document.

ANALYSIS - SEPA

SEPA Determination

The initial disclosure of the potential impacts of this project was made in the environmental checklist submitted by the applicant dated March 13, 2003 and annotated by the Department. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects forms the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations or circumstances (SMC 25.05.665 D 1-7), mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short - Term Impacts

Demolition and construction activities could result in the following temporary or construction-related adverse impacts:

- construction dust and storm water runoff,
- erosion,
- increased traffic and demand for parking from construction equipment and personnel;
- increased noise levels,
- occasional disruption of adjacent vehicular and pedestrian traffic,
- decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment;
- increased noise; and
- consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right-of-way, and regulates obstruction of the pedestrian right-of-way. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

Any conditions to be enforced during construction shall be posted at each street abutting the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions shall be affixed to placards prepared by

DCLU. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of construction.

Noise

In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 A.M and 6:00 P.M. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays from 9:00 A.M. to 5:00 P.M and on Sundays from 10:00 A.M. to 5:00 P.M.:

1. Surveying and layout.
2. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule, thus the duration of associated noise impacts. DCLU recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours.

Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case by case basis by approval of the Land Use Planner prior to each occurrence. Periodic monitoring of work activity and noise levels will be conducted by DCLU Construction Inspections.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The project will require earth movement of approximately 450 cubic yards.

Given the fact that the previous tenant on the site performed dry cleaning, several types of contaminants and solvents have been permeating through the soil. Soil and ground water tests completed by Urban Development, LLC, indicate the highest concentrations of chlorinated solvents occur on the northern end of the property immediately below the former dry cleaning building. This being known, the applicant communicated the extent of the soil contamination to the Department of Ecology so that the soil remediation meets the requirements of the Washington State Department of Ecology's Model Toxics Control Act.

In order to begin the soil remediation as soon as possible, the applicant requested an emergency SEPA exemption pursuant to SMC 25.05.880. After receiving a formal letter from the Department of Ecology, the applicant was granted an emergency SEPA exemption to begin the

soil remediation once the grading permit is issued.

Grading, delivery and pouring of concrete and similar noisy activities shall be prohibited on Saturdays and Sundays. Hours on weekdays may be extended from 6:00 P.M. to 8:00 P.M. on a case by case basis. All evening work must be approved by DCLU prior to each occurrence.

Any additional information required to show conformance with applicable ordinances and codes will be required prior to issuance of building permits; Additional soils-related information, recommendations, declarations, covenants and bonds may also be required. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Construction Traffic

The hauling of excavated material will be required. The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires, removal of debris, requires truck activities to use arterial streets to every extent possible and regulates obstruction of the pedestrian right-of-way. Traffic impacts resulting from the truck traffic associated with the hauling of debris will be of short duration and mitigated by enforcement of SMC 11.62. For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimizes the amount of spilled material and dust from the truck bed en-route to or from a site. These ordinances provide adequate mitigation for transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Long-term Impacts

No significant adverse long-term or use-related impacts associated with approval of this proposal are anticipated. However, long term or use-related impacts are anticipated as a result of the proposal. The anticipated long-term impacts are: increased surface water runoff due to greater site coverage by impervious surfaces and increased traffic in the area.

These impacts are not considered significant. Several adopted City codes and/or ordinances provide mitigation for the identified impacts. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of these long-term impacts and no further conditioning is warranted by SEPA policies. However, further discussion of these impacts is appropriate.

Height, Bulk & Scale

The proposed project would be one and two stories high along its various facades. To the south, a portion of the proposal is across from a NC2/R-40 zoning developed with a single family structure. To the west, across the alley is L-2 zoning, which is developed with single family residences. The remainder of the proposal would face NC2-40 zoning, the same as the subject site. The impact of the proposed structure would be minimal as the height stays within the limits of the neighboring less intensive L-2 zoning and reflects a similar roofline as that of the single family structures.

Since the Design Review Board and the Director have considered the potential height, bulk and scale impacts and acted to limit those impacts, the Director concludes that the negative impacts of height, bulk and scale have been adequately mitigated and no additional SEPA height, bulk and scale mitigation is warranted.

Water

The ECA Ordinance and the Stormwater, Grading and Drainage Control Code may require an on-site stormwater detention system. Additional design elements may be required to prevent isolated flooding. These regulations provide for extensive review and conditioning of the project prior to issuance of building permits. Therefore, no further conditioning for stormwater impacts is warranted pursuant to SEPA policies.

Transportation

The proposed bakery and retail space will be constructed with seventeen (13) on-site surface parking spaces. Traffic impacts are expected to be largely limited to morning and evening hours, when the bakery is likely to receive the most use. Metro buses have routes that run in the neighborhood with which the clientele would be encouraged to use. The Land Use Code for Neighborhood Commercial 2 zones has been adopted to address these potential impacts therefore it shall be presumed that such regulations are adequate to achieve sufficient mitigation and will be addressed during building permit review, therefore, no additional conditioning is warranted pursuant to SEPA policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

The proposed action is **APPROVED WITH CONDITIONS.**

CONDITIONS - DESIGN REVIEW

Non-appealable Conditions

- 1) Embed the conditions of the MUP on all building permit plans submitted to DCLU.
- 2) Any changes to the approved and issued MUP shall be reviewed by the Planner prior to submittal.

CONDITIONS - SEPA

Conditions of Approval during Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DCLU. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

The owner(s) and/or responsible parties shall adhere to the following conditions:

- 1) The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. Grading, delivery and pouring of concrete, and similar noisy activities, shall be prohibited on Saturdays. This condition may be modified by DCLU to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work after approval from DCLU.

Signature: _____ (Signature on file) Date: July 24, 2003
Bryan Stevens, Land Use Planner
Department of Design, Construction and Land Use
Land Use Services